

ANNOUNCEMENTS OF
AUCTION SALES
SEE PAGE 10.

NEW YORK JOURNAL
AND ADVERTISER

George Washington's maxim was this,
And the maxim is really eternal,
"Don't tell any lies," which is right, but
you'll find
A better in next SUNDAY'S JOURNAL
FIND THE MAXIM
AMONG THE "WANT" ADS. IN
NEXT SUNDAY'S JOURNAL.
\$200 IN PRIZES.

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THE POPE
ON "AMERICANISM."

The Supreme Pontiff
Addresses a Letter
of Warning to Car-
dinal Gibbons.

Does Not Condemn
"Americanism" Un-
less It Attempts a
Religious Autonomy.

"Modifications of Dis-
cipline Can Never Be
Decided by Private
Individuals."



Pope Leo XIII.

SPECIAL CABLE TO THE JOURNAL.

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ROME, FEB. 21.—The Pope's long delayed letter on Americanism to Car-
dinal Gibbons was finally made public to-day. It was dated January
22, but the efforts made by the American archbishops culminating in
the visit of Archbishop Ireland to Rome in the hope of modifying the antagon-
ism of His Holiness toward American ideas led to this delay in its publi-
cation.
After expressing his love toward Episcopal America and his admiration
for the American people, the Pope says:
"We propose to clear up several controversies which trouble the souls
and hearts of Catholics."
He then proceeds to examine the "Life of Father Hecker," "which
book," says the Pope, "through defective translations and comments, has
been the cause of many dissensions. The basis of these new opinions is that
in order to lead dissidents into the Church the latter ought to look some-
what to the progress of the age, lessen its old severities and accept theories
suitable to the pressing requirements of the people."
Decrees of the Vatican Council.
"Many believed that, not only as regards discipline, but also as regards
doctrines which constitute depositories of faith.
"Those who consider that it is opportune to attract dissidents into the
Church by swerving from or modifying known doctrines are highly blame-
able. On this point the Vatican Council has declared 'a doctrine of the faith
which God has revealed is not a philosophic invention proposed for perfect-
ing man, but a divine depositary given in the person of Christ which must be
guarded faithfully and held infallible.'"
The letter continues, saying that no doctrine can be omitted because
Christ told the Apostles to "Go preach to the people, teaching all things that
I have ordered you."
"To act otherwise, instead of leading dissidents into the Catholic
Church, would tend to estrange Catholics from the Church.
"As to discipline of life, ordered for Catholics, that does not exclude
modifications according to time and places. The Church has always moder-
ated discipline according to the requirements of peoples. These modifica-
tions can, however, only be decided by the Church; never by private indi-
viduals."
The Pope proceeds to blame the tendencies of those who in this matter
wish to introduce certain liberty which would diminish the power and vigi-
lance of Church authorities.
The Pope First on All Questions.
"The Council," he says, "having recognized the infallibility of the Pope,
Catholics ought to listen to the counsels of the Pope on all questions. The
license which is easily confounded with liberty has led many to speak and
think in ways that have thrown such darkness upon minds as to render
more than ever necessary the guidance of authority.
"The Church does not wish to repudiate or cast slight upon the best
products of modern genius. We see with pleasure the progress of science,
but all that ought not to make the wisdom and authority of the Church to be
forgotten."
The letter next examines Americanism from the point of view of novel-
ties that some desire to introduce, and condemns them all, because, says the
Pope, "the Holy Spirit has never been more bountiful toward Catholics than
at present."
The succeeding paragraph blames those who admire national virtues
more than supernatural virtues, adding that "to conquer passions man has
need of Divine assistance."
The letter next recognizes the full liberty of Christians to unite in soci-
eties and corporations, even without the bond of religion, but the Pope seizes
occasion to reaffirm his sympathy with religious orders.
A Warning Against "Americanisms."
His Holiness blames the desire to abandon old methods and systems to
draw dissidents into the Church, and concludes by saying:
"We cannot approve the mass of theories called Americanisms, which
might give rise to suspicions that Americans wish to constitute amongst
themselves an autonomous church."
The Journal correspondent saw Mgr. Satolli, former Apostolic Delegate
to the United States, who is now in Rome. Mgr. Satolli has an exalted
opinion of the importance of this latest Papal document. He said:
"It will produce the best impression among Catholics in America.
Through this letter the Pope recalls Catholics throughout the world to un-
conditional respect toward the Church, the fundamental principles of the
religion of Christ and absolute obedience to Christ's representative on earth."
Archbishop Ireland Bows the Knee.
"We cannot doubt that all religious bishops in America will bow before
the lofty words of the Pope and that all dissensions will disappear."
Mgr. Ansell, the Pope's secretary, expressed himself in similar lan-
guage regarding the letter, and added:
"The Pope sent the letter to Cardinal Gibbons without consulting Arch-
bishop Ireland. No other American bishops were consulted, but the Sacred
College has unanimously approved the letter."
The Journal's correspondent called upon Archbishop Ireland, who at
first declined to say anything. Finally, he said:
"The Pope is infallible. All Catholics must respect his decisions."

WHAT "AMERICANISM" IS.

A Paulist Priest Explains the Controversy for
the Journal.

To the Editor of the Journal:
The controversy now agitating the Roman
Catholic Church really centers around a
hostile commentary on Father Elliott's life
of Father Hecker rather than around the
book itself.
Father Elliott's book was published ten
years ago with the full consent and ap-
probation of the Archbishop of New York.
In eighteen months ago not one word of
approval was uttered throughout the
Catholic world. The first voice of
disapproval was raised by Father Maigues, a
French priest. He translated garbled sec-
tions of the book and published another
book to prove that Father Hecker and the
American Catholics whom he led were un-
alterably opposed to any union of Church
and State and to any interference of the
Church in political or national affairs.
Father Hecker No Heretic.
Father Maigues' book was taken up by
the French Royalists and widely distrib-
uted by them for the purpose of playing upon
the prejudices of Frenchmen of their party
in America.
Continued on Second Page.

DID SAMPSON
HIDE THE ETER?

Injustice to Schley Arouses Con-
gress, and Responsibility for
It Must Be Placed.

Washington, Feb. 21.—Sampson must explain the suppression of that dis-
patch.
The Board of Officers that deliberated upon the relative merits of Sampson
and Schley were manifestly warped by prejudice.
The mind of the Secretary of the Navy, an honest, just official, was poisoned
by a clique, of which the most prominent members were Captain Sampson, the
apologist for Carnegie's blundering armor plate; Captain Crowinshield, the Chief
of the Bureau of Navigation, and Captain Mahan, the amateur strategist.
These are the opinions that prevail at the Capital, none that the extent of the
wrong perpetrated on Admiral Schley has become known.

Washington, Feb. 21.—The conspiracy against Admiral Schley exposed by that
officer in his modest report to the Senate
Naval Committee has created a storm in
Washington.
A formal demand for an inquiry into Ad-
miral Sampson's conduct is certain to be
made by Senators and Representatives.
The Navy Department officials are in a
quandary.
Secretary Long, who enjoys the esteem
of everybody who knows him, even of those
politicians whose influence fails to move
him when favors are desired, is described
as indignant at the attitude in which the
Navy Department has been placed. He is
not in the city, but apparently was heard
from in Boston.
It was stated officially to all callers at
the Navy Department that Sampson's order
to Schley, on which Schley acted when he
was guilty of "reprehensible conduct," was
never on the files of the Navy Department.

Where Responsibility Rests.
The Navigation Bureau disclaimed in an
authoritative statement to the Journal its
knowledge of the order prior to the
Admiral Schley's report to the Senate.
Responsibility for the suppression of this
order therefore rests between:
Admiral William T. Sampson.
Captain R. D. Evans, who com-
manded the Iowa.
Captain H. C. Taylor, who com-
manded the Indiana.
Lieutenant Walter J. Sears,
Schley's flag lieutenant.
Ensign H. H. Ward, Recorder of
the Board, composed of Evans,
Taylor and Sears.
If Sampson did not furnish the order in
the correspondence he is convicted of the
most serious fault of which a commanding
officer can be guilty. If the Board was
furnished the order and ignored it, the mem-
bers will likely be court-martialed.
Board's Peculiar Action.
In any event the Board acted most pe-
culiarly. It was instructed to determine
the respective merits of Sampson and
Schley. It apparently took Sampson's cor-
respondence and ignored Schley's. The
Board's prejudice is apparent.
It is inconceivable that it deliberately
suppressed a document and inflicted a
grievous wrong on a brother officer with
full knowledge of all the circumstances.
But that it discriminated against him in
the investigation is obvious.
The hostility of at least one member of
the Board to Schley is notorious in army
and navy circles.
The Navigation Bureau's explanation of
its freedom from responsibility in the mat-
ter is as follows:
"The first information the bureau re-
ceived as to the existence of the message
from Admiral Sampson to Admiral Schley
ordering the latter to hold his fleet at Oba-
negoro, was when it appeared in print this
morning in part of Schley's statement to
the Senate."

Navigation Bureau Explains.
"The message seems to have been a part
of the correspondence between Sampson
and Schley, and for that reason, not having
passed through the department, there is not
a copy of it on file in the bureau. So far
as known there is no reference to this par-
ticular message anywhere in the depart-
ment, and the files have been examined
carefully."
"The correspondence of the Brooklyn
was not called for until a short time ago.
It reached the department only two weeks
ago. The box containing it has never been
opened. It is quite possible the message
may be found among the contents of the box."
Long Never Knew of It.
"Was it incumbent on Admiral Sampson
to call attention to the message in ques-
tion?" was asked a high official of the
Navigation Bureau to-night.
"I do not care to express an opinion upon
that."
This official continued: "The Secretary of
the Navy appointed a board, of which Cap-
tain R. D. Evans was the chairman, to con-
sider the Sampson-Schley case, and it was
the report of this board, or the Secre-
tary's own summarizing of its report, which
was sent to the Senate."
"Secretary Long certainly did not
know that Schley ever received this
order from Sampson."
Referring to the report that Secretary
Long was unaware of the existence of the
message from Admiral Sampson to Admi-
ral Schley, directing him to hold his fleet at
Obanegoro, and that the Secretary was
therefore misinformed as to the merits of
the Sampson-Schley controversy, Senator
Wellington, of Maryland, Schley's staunch
friend, said to-day:
"Sampson the Only One Benefited."
"I have always been under the impression
that Secretary Long has been misinformed
in this matter."
"Mr. Long is an eminently fair-
minded man, and there is no doubt
in my mind that he was very
unfair in his treatment of Schley.
I have been under the belief that
the evil and malignant influence had
been that of the chief of the Na-
vigation Bureau, Captain Crowin-
shield, and I am yet of the opinion
that he has had much to do with
poisoning the mind of the Secretary
against Schley."
"If this dispatch is not on file at the Navy
Department and was suppressed, the only
person who could have benefited by its
suppression was Sampson, and it remains
for him to give an explanation for its non-
appearance in the published reports. If
Sampson suppressed this dispatch, he ought
not to be confirmed."
Sampson's Detail Illegal.
Friends of Admiral Schley have furnished
Senators with the copy of a law which

FIVE-MINUTE TRAINS ALL NIGHT
ON ALL THE ELEVATED ROADS.

The Board of Aldermen Strike Hard at Gould
in the Big Fight Now Being
Carried On.



Three Aldermen Who Are Fighting the "L" Road.

MANHATTAN "L" MUST RUN MORE TRAINS;
ALL "L'S" MUST PUT IN DRIP PANS.

The two following ordinances were passed yesterday and only
await the Mayor's signature to become laws:
Be it ordained by the Municipal Assembly of the city of New York as fol-
lows:
SECTION 1.—That the several companies now running cars on elevated
structures in any of the streets or avenues in the Borough of Manhattan, city of New
York, are hereby directed and required to cause their cars to be operated on their
tracks not less than one train every five minutes during the entire twenty-four
hours of each and every day.
SECTION 2.—Each and every company which shall refuse or neglect to com-
ply with the provisions of Section 1 of this ordinance shall thereby incur a
penalty of \$100 for each and every such neglect or refusal, to be recovered by
the Counsel to the Corporation as in case of other penalties.
SECTION 3.—All ordinances or parts of ordinances inconsistent or con-
flicting with this ordinance are hereby repealed.
SECTION 4.—This ordinance shall take effect immediately.
Be it ordained by the Municipal Assembly of the city of New York as fol-
lows:
SECTION 1.—That the several railroad companies now running cars on ele-
vated structures in any of the streets or avenues in the city of New York are
hereby directed and required to cause drip pans to be placed throughout the en-
tire length of such structures directly under the tracks.
SECTION 2.—Each and every company which shall refuse or neglect to com-
ply with the provisions of Section 1 of this ordinance within sixty days
from the date of its enactment shall thereby incur a penalty of \$100 for each
and every day thereafter that said companies shall continue to refuse or neglect
to comply with the provisions of this ordinance, to be recovered by the Cor-
poration Counsel as in the case of other penalties.
SECTION 3.—All ordinances or parts of ordinances inconsistent or conflicting
with this ordinance are hereby repealed.
SECTION 4.—This ordinance shall take effect immediately.

CALLS "L" STRUCTURE AN UNSAFE PATCHWORK.

The structure of the Manhattan Elevated Railroad Company was built in several
sections, at different times, each section being of entirely different style of con-
struction from the others, indicating as many different ideas of how an elevated
railroad should be built. Unfortunately these different styles of construction are all
bad, with the possible exception of a small portion north of the Harlem River, and
can be considered only as examples showing how not to build an elevated structure.
The Manhattan Company itself evidently considered a good portion
of the line unsafe, for it has at various times attempted to patch up
and strengthen it. This patching is of uncertain value, as it is practically im-
possible to determine how much it adds to the strength of the structure, and for this
reason it can be considered only as having but little or no value.
However, the original design of the structure, antiquated and unscientific as it
is, is not its worst feature. Far worse is the care, or rather, the lack of care, that
is given to the iron work to prevent corrosion. A portion of the rust is scraped off
about once a year, and then it is painted, but unless the rust is completely removed
and the paint of good quality, rusting will continue under the paint.
It is true that the structure has successfully withstood heavy traffic for many
years, but it cannot do so indefinitely. The structure might best be called
an unbroken line of patches and rust extending from the Battery to
the Harlem.—LIGHTNER HENDERSON, of Purdy J. Henderson, engineers of the
structural iron in the Waldorf-Astoria, St. Paul and other buildings.

FIRST—The Order to Get
Out of Battery Park.

SECOND—The Attack on
the Safety of the Struc-
ture.

THIRD—Order to Run
Trains on Five Minute
Headway All Night, and
to Put Iron Drip Pans
Under the Entire Length
of the Elevated Struc-
ture.

AFTER THAT—



Two of the anti-Manhattan Elevated
Railway ordinances prepared by President
of the Borough James J. Coogan received
yesterday the stamp of approval of the
Municipal Assembly. It only remains for
the Mayor to affix his signature to render
them at once operative.
A third resolution, providing for the stor-
age of elevated road cars when not in use,
was defeated for immediate consideration.
It will be taken up next week.
Alderman Okie succeeded in having his
resolution that the right of the elevated
railway company to sell newspapers and
other goods on its stations be investigated,
with a view to ascertaining what com-
pensation it should pay the city for the priv-
ilege, referred to the Railroad Committee.
The new ordinances require the Manhat-
tan Company to run trains on all its roads
at five minute intervals at all hours of the
day and night, and require drip pans to be
placed under all elevated structures in the
greater city for their entire length. It will
thus be seen that the five minute interval
ordinance is confined in its application to
Manhattan Borough alone, while the drip
pan ordinance applies to the Brooklyn ele-
vated system as well.

Brooklyn Aldermen's Queer Posi-
tion.

The drip pan ordinance, which was ap-
proved last week by the Council, was
taken up by the Aldermen yesterday. The
Brooklyn Aldermen were willing to vote
for it if its terms were changed so as to
apply to Manhattan alone. The Tammany
Aldermen would not agree to this. Then
ensued an acrimonious fight, in which the
thirty Tammany Aldermen were assisted
to victory by Howard P. Okie, a Citizens'
Union Alderman, giving them the neces-
sary 31 votes. The resolution was there-
fore adopted by a vote of 31 to 23.
This result was not accomplished without
debate, in which the anti-Tammany Alder-
men accused the majority of having been
whipped into line to cripple Manhattan.
"Bridges and public improvements are as
nothing," declared Alderman Goodman, Re-
publican, connected with this determina-
tion to cripple the Manhattan Elevated
Railway; the raising of teachers' salaries
is unimportant compared to this glorious
opportunity to raid all the stocks of the
Manhattan Railway."

Five-Minute Trains All Night.

In the Council the resolution to compel
the Manhattan Elevated Railroad to run
trains on all its roads at five-minute inter-
vals at all hours of the day and night was
adopted by a vote of 16 to 7. Councilmen
who voted for the resolution were Vice-
President Okie and Councilmen Mundorf,
Bodine, Cassidy, Conly, Engel, Foley, Hart,
Goodwin, Hoester, Hotteroth, Hyland,
Murphy, Murray, Ryder and Solter.
Previous to the offering of the five-minute
train resolution Councilman Stewart M.
Brice asked that the regular order be sus-
pended and offered the following resolution:
Resolved, That the action of the Park Board
in ordering the removal of the elevated structure
from Battery Park is against the best interests
of the public welfare.

The resolution was referred to the Com-
mittee on Roads, Bridges and Levees and
Letch voting against the motion.

Councilman Wise protested against the
passage of the resolution requiring the
Manhattan Elevated Railroad to run five-
minute intervals. He doubted, he said,
whether there were ten people in the city
who wanted trains run at closer intervals
than they are at present.

No Consideration for the "L."

Councilman Hotteroth said the Manhat-
tan Company deserved no recognition at all,
as it had never attended public hearings
granted by the Council in reference to mat-
ters affecting it. The condition of its cars
during the rush hours, he said, was abso-
lutely disgraceful.

In the Board of Aldermen the resolution
for five-minute trains was adopted by a
vote of 31 to 21. Majority and minority
reports were submitted on the concurrent
resolution to compel elevated roads in
Greater New York to enclose their stations.
Immediate consideration of the reports was
defeated by a vote of 24 to 20. A resolution
to compel surface railways in the
greater city to heat their cars when the
thermometer is below 40 degrees Fahr-
enheit, was made a special order for March 7,
at 3 p. m.

May Tax the Newsstands.

Alderman Okie offered a resolution that
a committee of three be appointed, of
which President Coogan be a member ex-
officio, to ascertain the value of the priv-
ilege exercised by the elevated railroads of
selling newspapers and other goods on their
stations, and what compensation they
should be compelled to pay the city
for the privilege.

Alderman Oatman, Republican, offered
this resolution:

That the elevated railroad companies be com-
pelled to run express trains every 15 minutes;
and trains to run on all lines equipped with
unpolluted arm chairs, vestibule gas lamps and
each car to be in charge of a porter. That the
fare shall be 1 cent over 5 cents for a continuous trip.

ENTERTAINED LORD
CHARLES BERESFORD.

Secretary Hay Gave a Dinner in His
Honor at Which Prominent Offi-
cials Were Present.

Washington, Feb. 21.—Secretary Hay this
evening entertained dinner Lord Charles
Beresford, inviting to meet him a number
of persons in official life.
The list of guests was as follows: Lord
Charles Beresford, Rear Admiral Schley,
Senator Fairbanks, Senator Foraker, Sena-
tor Lodge, Senator Gray, Senator Morgan,
Senator Hawley, Senator Wolcott, Senator
Elkins, Mr. W. H. Bliss, of New York; Mr.
Charles H. Allen, Assistant Secretary of
the Navy; Mr. Andre, Belgian Consul at
Manila; Baron Sternburg, German Em-
bassy; Mr. John A. Kasson.

Lord Charles Beresford is to arrive here
to-day. He is rear admiral of the British
navy.

He is to be the guest of the Asiatic As-
sociation at dinner at Delmonico's Thurs-
day. President McKinley, Secretary Long,
Secretary Gage, Senators Chaikman, R.
Davis, William R. Frye and Chauncey M.
Depew have been invited to meet him.

MISS FAIR INSPECTS
HER NEW HOME.

With Young Vanderbilt She Visits New-
port and Looks Over "Bel-
voir."

Newport, Feb. 21.—William K. Vander-
bilt, Jr., and Miss Virginia Fair, accom-
panied by Mrs. Oliver H. P. Belmont, were
here to-day for the purpose of inspecting
Belvoir, the villa rented by Mr. Vander-
bilt, in which he and his bride will spend
their honeymoon.
The inspection was to note what was
needed for additional furnishings and decora-
tion. A train to New York to-night.